airspace management will be jointly operated/managed by the Civil and Defence Personnel.

(g) No, Sir.

**Performance of open sky policy**

, 5234. SHRI SATISH PRADHAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have critically evaluated performance of "open sky" policy at the highest level to draw an action plan for healthy growth of Indian Airlines and Air India in the next 5 years with the onset of globalisation;

(b) if so, the details thereof alongwith the proposed structural changes in the \ organisational set up, if any;

(c) what are the proposals under consideration for starting new international/domestic lines during the current year and rationalisation of flight operations both international/domestic proposed, if any; and

(d) the performance of Indian Airlines/Air India during 1994-95 by standard parameters/norms and how does it compare with the corresponding previous period?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) 'Open sky policy' has been adopted only for cargo operations. On international sectors, Government continues to follow the bilateral agreements system for scheduled passenger transporation. While there is no immediate proposal of structural changes, Indian Airlines and Air India are taking steps towards integrated functioning in some sectors.

(c) Opening of new routes/ rationalisation of routes depends on their economic and commercial viability. This aspect is monitored constantly by the two airlines and changes in the operating pattern are made as and when necessary.

(d) As per the provisional figures, Air India has made a profit of Rs. 26.49 crores in 1994-95 compared to a profit of Rs. 201.90 crores in 1993-94. Indian Airlines has incurred a loss of Rs. 234.55 crores during 1994-95 compared to the loss of Rs. 258.46 crores in 1993-94. Other operational/financial parameters are being finalised.

**Bogus aircraft parts**

5285. SHRI SATISH PRADHAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have received any report from the senior executives of Hindustan Aeronautics Ltd. on bogus aircraft parts;

(b) if so, what action Government propose to take in this regard; and

(c) whether Government will impose strict quality control measures on aircraft part produced in the market?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Government is not aware of having received arty such report. However, a Deputy General Manager of Hindustan Aeronautics Ltd. (HAL) had presented a paper entitled "High treason with bogus spares" in his personal capacity in a workshop conducted recently by the Aeronautical Society of India. The objective of the paper was to forewarn personnel working in the field of aeronautics against jnalpracticts in the world market relating to aircraft spares.

(c) The production of aircraft parts in India is undertaken by approved organisations and firms. For imported aircraft parts they must be accompanied with Approval Tag/Release Note signed by Release Note Signatory duly approved by the Airworthiness Authority of the country of manufacture.